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CONFIDENTIALCENTRAL INTELLIGENCE AGENCY  
INFORMATION REPORT

COUNTRY Poland

SUBJECT Port of Gdansk: Layout of Southeastern Part/  
Kashubian quay

50X1-HUM

DATE DISTR. 15 JUNE 1954 50X1-HUM

NO. OF PAGES 3

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This map is drawn to an approximate scale of 1:100 m. The inset map of the Kashubian Quay is drawn to a slightly smaller scale. The following legend applies: \*

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Inset Map of Kashubian Quay (Nadbrzeze Kaszubskie)

- "1. The gate leading to Gdansk Chemical Works
- "2. Gdansk Chemical Works. This is a factory producing sulphur acid. It employs about 600 people, working in three shifts. It is a rebuilt former German plant, with very old machinery and a very poor safety arrangements. The factory does not fulfill its production plans. It stands within its own enclosure (security fence). North of the factory, CPN (Centrala Produktow Naftowych - Center of Oil Products) stores are situated [shown on previous sketches]. In former German underground cisterns, some unlabelled liquids were found; they were examined at the Gdansk Polytechnic but could not be identified. The quay along the Chemical Works is of wood but suitable for tying up boats.

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"3. A few old wooden barracks. One is a workers' hostel, with canteen, kitchen etc - deplorable sanitary installations.

"4. Workers' hostel.

"5. The WOP post for checking passes.

"6. Kaszubian Railway Station (Dworzec Kaszubski). Near it are cement storehouses, quite new, among the best in the port. Along the quay are cranes of medium capacity.

"7. Czyn stores, sometimes used for storing coal. From time to time small boats are tied up there. The quay is in decent condition, made of concrete.

"8. Terrain of the state enterprise Przedsiębiorstwo Robot Czerpalnych i Podwodnych - PRCIP.

"9. Railway ferry.

Map of Southeastern Part of Nowy Port

"8. PRCIP. This is a base for divers, canal diggers (Bagrownicy) etc. Here certain categories of boats are tied up (tugboats; dredgers, etc.). They include some new units with electrical installations brought from the German Democratic Republic in 1953. The PRCIP personnel are carefully selected from the point of view of security; they are also experts in their fields. Quite a number of Germans - divers, technicians, etc. - are employed. This unit raises wrecked vessels, constructs caissons, etc. The installations for the construction of caissons are good. Altogether PRCIP has around 1200 people on the payroll. PRCIP did not possess its own radio station. It uses the station of MORS (Morska Obsluga Radiowa Statków (Ships) Radio Service). But in July '53 a station for the exclusive use of the PRCIP was under construction. The whole terrain of PRCIP and MORS is surrounded with a fence.

"9. Railway ferry.

"10. Gate in the fence. All passes are checked there. The gate is guarded by the SOP (Straz Ochrony Portu - Harbor Protection Guard).

"11. - 12. Administrative offices: issue of passes, personnel record office, etc. There are also medical surgeries in these buildings. All buildings in the PRCIP enclosure are new, constructed since World War II.

"13. Inside the enclosure there is another unit of the PRCIP's own industrial guard, located in its own building.

"14. PRCIP workshops.

"15. Building of the SOP.

"16. Residential buildings.

"17. 'Trojan' - an enclosed terrain in which various workshops, particularly railway workshops, are situated.

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"18. MORS - Morska Obsluga Radiowa Statków (Ships' Radio Service), which maintains continuous contact with ships at sea. It is located in three new brick buildings; beside them is one tall radio mast. MORS also has a few small barracks.

"19. Bridge and road connecting the southern part of Nowy Port - Gdańsk harbor, with the northern part.

"20. Main railway line and railway bridge.

"21. Yacht quay (Nadbrzeże Jachtowe). Yachts, entering the port from the side of the second outlet of the Vistula, moor at this quay. No sea-going units ever enter here; only yachts and fishing boats. These yachts and fishing boats are forbidden to use the western outlet of the river; they must sail in an east-northerly direction, towards Heubude (Bianki).

"22. (Border Guard Police) sub-station checking on yachts and cutters sailing by way to Bianki.

"23. HQ barracks, where there is also an office (Ekspozytura) of the Harbor Master.

"24. On the other side of the canal, on a small promontory by Motlawa is the Fish Center No. 8 (Centrala Rybna No. 8). It occupies the whole promontory and includes smoking plants, preserving plants and a certain number of small private houses. The building marked on the sketch is Viking - a workers' hostel.

"25. The quay along the Fish Center No. 8 is made of stone, in very good condition.

"26. Gdańsk gasworks, operating at full capacity.

"27. Control point for inland boats, excursion boats, etc.

"28. Office (Ekspozytura No. 2) of the Harbor Master. Headed by a boatswain. It controls the southern part of the port.

"29. Electric Works on Motlawa River. This plant produces electrical equipment. A number of sabotage acts have occurred there."7

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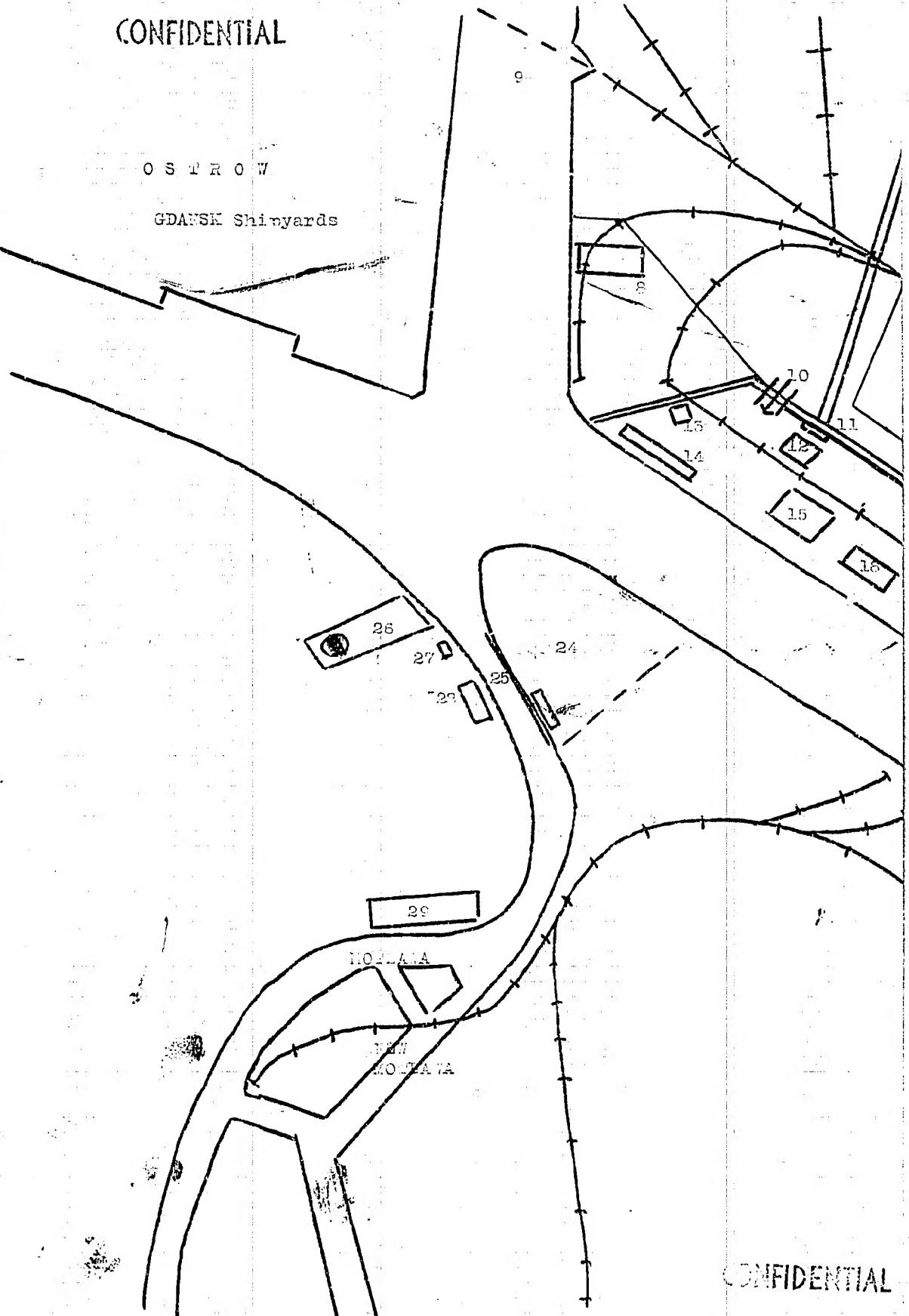
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O S T R O W

GDANSK Shipyards



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